

My 2006 3.0Si Coupe had a door weather seal that two previous owners had torn up with their feet. I installed a new weather seal with the help of a fellow Z4 owner. Since there were a couple of challenging steps, I documented what I did.

The coupe door frame weather seal is one large and complex piece. A person could probably renew only the bottom of the weather seal using the roadster part, but it would be a complicated process – I went with a new OE part.

What a coupe weather seal looks like. Ignore part of the old one cluttering the photo, lower left.

(Picture 1)



This is not an official procedure, but what I needed to do and how I did it, in a step-by-step format with some photos to go with the steps:

- 1) Remove the coupe B-pillar trim by pulling horizontally from outside *toward inside* of the car (2 clips, *no photo*).
- 2) Remove the door threshold trim piece by levering it upward at each of the five body clips. If they stay behind, pull them out with pliers. Loosen just the middle of the bottom run of the weather seal.



(Picture 2)

- 3) Remove the plastic rivet from the rear of the weather seal at the door frame belt line – at the bottom front edge of the rear window. Use a trim tool. The pin in this clip doesn't push in to release, and there was not enough pin exposed for me to pull it out.



(Picture 3)

- 4) Pull the old seal bottom upward in the center along the door threshold, and peel it forward all the way to where it comes apart from the upper part of the seal at the base of the A-pillar (*no separate photo*).

- 5) Mark with Sharpie or take a picture of the exact position of the upper front end of the weather seal against the A-pillar. You will align the new seal front upper end to this spot.

(Picture 4)



- 6) Carefully detach the seal from the front edge of the *rear window glass* – new seals have adhesive applied to the back side of the seal to stick to the window. Clean the edge of the glass – either now or before installation of the new seal (*no photo*).

- 7) Peel the lower part of the weather seal away from the threshold back to the rear of the door frame until you reach the rear door frame belt line where the push pin rivet was. There is a ‘wing’, attached to the rear quarter panel by both a molded-in rubber plug and by adhesive – pull this free. New seals come with adhesive on this wing, but a used seal will need sealant here.

(Picture 5)



- 8) From the upper rear corner, peel the rest of the upper half of the seal away from door frame pinch weld all the way forward to the A-pillar, where you need to pull the very end free from the adhesive anchoring it (*no photo*).
- 9) Start installation by locating the upper seal front end in precisely the position from which you removed the old seal. Refer to Steps 4 and 5 (*Picture 4*). Make sure the seal clinches on the pinch weld, then remove the liner from the adhesive on the seal and stick it down firmly.
- 10) Go only 7 or 8 inches up the A-pillar at this stage, and make sure the *upper-rear corner of the seal* is in the very corner of the door frame (*no separate photo*).

- 11) When that corner of the seal seems in place, position the 'jog' in the seal at the base of the rear window glass, align it well, and install the push pin rivet

*(see Picture 5).*

- 12) Inspect the part of the seal that overlaps the rear window glass, and make sure the adhesive on the back of the seal is pressed against the glass to create a bond. There should be a release liner protecting this adhesive, but on my seal the liner had come off in shipping (or handling before shipping ?). It was still tacky, so I pressed it down and moved on *(no separate photo)*.

- 13) Seat the rubber plug in the wing of the new seal into the hole in the rear quarter panel, remove the liner from the adhesive, and apply pressure until it is flat and well-secured. I used a plastic dead blow hammer to help seat the wing.

*(refer to Picture 5).*

- 14) Move down the rear of the door frame, pushing the seal onto the pinch weld until you come to the rear bottom corner. The seal has a lot of 'curl' in cross section, and you will likely need to use a tool to help coax the inside edge of the seal further to the inside of the car, over the hard plastic trim molding so that it can be pushed more deeply over the pinch weld *(no separate photo)*.

- 15) Once you get to the bottom rear corner, transfer your attention to the loose end that needs to be joined into the upper front end on the A-pillar. There is an inner joining tube that will fit into the upper end, and the upper end has a tapered 'skirt' to make a smooth transition over the lower end *(refer to Picture 4)*.

- 16) Here again you will need a tool to help flatten the inside edge of the seal against the hard plastic A-pillar and kick panel trim while you work hard to get the seal to curve into the front lower corner and rear lower corner of the door frame. Eventually the seal will be secured far enough to the front and rear corners so that it will begin to lie flat on the threshold pinch weld. Work it fully into the front bottom corner, then flatten the center bottom of the seal at the threshold and ensure it is fully clinched to the pinch weld.

- 17) With that done, go back and properly secure the upper part of the seal between the upper rear corner and the A-pillar. The upper seal needs to both clinch onto the pinch weld and to catch on the outer stiff plastic trim on the door frame. Check against the other side of your car as you do this. This is important to get correct, since it is where the window seals.



(Picture 6)

- 18) Back to the A-pillar, check that the splice between the ends of the seal is nice and smooth. I had trouble seating the *lower end* of the seal fully onto the pinch weld to make it lie flat inside the skirt of the upper end. I had to resort to a plastic dead blow hammer, to make the very end of the bottom section of seal seat itself smoothly.



(Picture 7)

- 19) Once you are satisfied with the job, reinstall a) the hard plastic threshold plate with its five clips and b) the B-pillar trim with its two clips. These two trim pieces install over the seal – check against the other side of the car.

Now enjoy your seventeen year old car that looks much newer !